

Freight Mobility Strategic Investment Program

Guidelines

The Freight Mobility Strategic Investment Board is issuing a call for projects to maintain a six-year list of active projects. The legislature has approved staggered funding for most of the existing list of FMSIB projects. The Board recognizes that due to the dynamic nature of freight movement there are emergent infrastructure needs driven by market forces that require evaluation to determine if they should be added to the list of chokepoints within our freight corridors. Since FMSIB funds are committed for the next few biennia the question of funding additional projects is on a case by case basis and remains at the discretion of the Governor and legislature. Additionally, inclusion on the FMSIB project list may better position your project to compete for partnership funding in the next Federal authorization that is anticipated to include dedicated freight funding. The Board wants to be sure that if the legislature approves new funds in the future that the FMSIB projects are positioned to be recipients. FMSIB advocates for project funding each year based upon an individual project's ability to proceed to construction.

The call will begin on April 27, 2009 with fully completed applications due by close of business June 2, 2009. Applications can be submitted by WSDOT, and Washington Cities, Counties and Ports. Applications are available on-line at www.fmsib.wa.gov

Eligible projects must be on a strategic freight corridor and be listed as part of a state or local transportation plan. Projects should improve the movement of freight and/or mitigate the movement of freight through local communities. Studies will not be considered at this time due to the large backlog of unmet freight construction needs. FMSIB participation will be limited to the construction phase only but project costs and percentage participation will be determined based upon the total project cost. Projects on the current list of FMSIB projects do not need to apply again. These projects will retain their position on the list. The projects that are prioritized from this call will be added to this list.

The following guidelines identify the requirements necessary to apply for funding through this program. Please complete the Application Form found on our website www.fmsib.wa.gov All materials must be submitted on letter size pages (8-1/2 x 11"), single sided, in black and white only. This includes all text pages however; any maps, drawings, and photos may be in color. For text entries, use a minimum type font size of 12-pitch type. ***The application package is to be no more than a total of sixteen pages in length (excluding the vicinity map). All applications are due June 2, 2009, by 5:00p.m. at the FMSIB office. (Faxed applications are acceptable.)***

***Freight Mobility Strategic Investment Board
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Strategic Freight Corridors

For a project to be eligible for consideration in this program it must be located on a strategic freight corridor as designated by the Freight Mobility Strategic Investment Board. The definition of strategic corridors as defined by statute as well as maps showing the corridors may be found on our website. However, new alignments to, realignments of, and new links to strategic freight corridors that enhance the freight movement may qualify, even though no tonnage data exists.

Project Summary

Project Title: Provide the title of the project. If this project is a separate stage of a larger project please indicate which stage.

Applicant Organization: Name of the lead agency and their agency number requesting funding for the project. Include a contact person, their title, address, email address, phone and fax numbers.

Project Location: Identify the city, county and legislative districts in which the project is located.

Project Summary

Identify Strategic Freight Corridor: Identify the strategic freight corridor on which this project is located. (Attaching a detailed vicinity map of the proposed project is required.) Use city/county names, political boundaries, street names, highway route numbers, physical features, mileposts or “direction and distance from” to indicate the location and extent of the project or work sites. Also include the beginning and ending points of the project on the corridor.

Project Addressed in any Regional and/or State Transportation Plans: Identify if the proposed project is in a regional and/or state transportation plan and the date of its inclusion. (Cover & Q9)

Attachments: A vicinity map is required. Make sure that the vicinity map (8 ½ x 11) clearly identifies the strategic freight corridor and location of the project and is an appropriate scale to show the extent of the project.

Cost Summary: The total cost of all phases of the project as described. The dollar amount of the funds being requested from the freight mobility strategic investment program. (FMSIB funds should only be shown in the construction phase of the charts). The Board policy is 35% minimum match, however, in extreme situations the Board may consider as low as 20% as minimum match. Statutorily the Board is directed to maximize the match to FMSIB funds and recently selected projects have demonstrated a much higher percentage match – over 50%. Keep in mind that this program operates on an invoice basis and funding in advance is not available.

Matching Funds Summary: Indicate the total match you have committed and/or anticipate and the percentage of match in relation to the total project cost. Also, identify how much of the match is from the public sector and the private sector, and the percentage of each type of match in relation to the total project cost.

Funding Detail (3 sections)

Partnerships (Section 1): In this section, please list **all** the types of matching fund sources from both the public and private sector partners. Then check whether the funds are anticipated or have already been committed to the project. Also, identify the dollars that **each** fund source is contributing. Finally, total the dollars from all the partners. (Public sector match includes: city, county, state, port (if the funds are applied to a project on port property) and federal funds. Private sector match includes: railroad, port (if funds are for a project not on port property), private funds raised through specific project collection measures (i.e., LID, impact fees, etc.) and private industry funds.

Funding Detail - Continued

(Section 2): Again list all the types of matching fund sources and their totals from Section 1. In the PE, RW & CN columns list how the money is split in these phases, including when the project intends to use the FMSIB funds for construction. In the need column: total those funds that are anticipated. In the total column: the total for each phase of work and finally the total project cost. In the Tentative timeframe column: identify the month and year each phase will be completed, including advertisement and construction start date.

Cash Flow Needs (Section 3): In this section identify the biennium and phase in which you anticipate dollars being expended, separating out the freight mobility funds. In the total column they should equal those previously identified in Section 2. Finally, total all the columns and show the percentages per the Total Project Cost. These numbers should be the same as those shown on the cover page.

Applicants can receive up to a maximum of 20 points in this section. The points can be achieved through a combination of public and private sector participation and the amount of funds being provided for the project. **This program requires a 35% minimum match.** The Board policy is 35% minimum match, however, in extreme situations the Board may consider as low as 20% as minimum match. (0-20 point scale)

Match, points will be given as follows:

- 1 point for every 4% public sector match
- 1 point for every 2% private sector match

Project Narrative

Question 1: This question is for the applicant to describe the scope of work of the project and to explain how this project meets the intent of the freight mobility program.

Freight Mobility for the Project Area (35 points): Questions 2-5

Reduction in delays (25 points)

Question 2 & 3: These two questions are directed at the reduction of truck, train or rail car delays. In Question 2, a formula is provided to determine the reduction in truck delay (hours/day) that will result from the freight project. In Question 3 please describe the safety benefit, noise and emission reduction, reduced delays or other environmental benefits and how the benefit was determined. (0-25 point scale)

Volume to Capacity (10 points)

Question 4 & 5: These two questions focus on the improvement in the volume to capacity (v/c) for truck or train movements during peak periods. In Question 4, a formula is provided for truck movements to determine the volume to capacity (V/C) ratio. Whereas, Question 5, asks for you to describe and provide the information on current capacity and the amount of improvement anticipated for train movement during peak periods. (0-10 point scale)

Freight Mobility for the Region, State, & Nation (35 points): Questions 6-9

Regional impact (10 points)

Question 6: Describe the significance of this project to the regional economy. Focus on how this project will impact the regional freight transportation system and the regional economy. For example: nature of the improvement and principal freight moved; improved intra-regional and inter-regional freight movement in terms of products, industries and direct employment; improved freight movement and access to domestic and international markets in terms of freight, industries and direct employment; benefits to other regional industries; and access and links to intermodal connections and facilities. (0-10 point scale)

State Economy (10 points)

Question 7: Describe significance of this project to the state economy. The focus will be on the project's impact on the state freight transportation system and the state economy (outside the region). For example: improved intrastate freight movement in terms of products, industries and direct employment; improved freight movement to domestic and international markets in terms of freight, industries and direct employment; and benefits to other state industries. (0-10 point scale)

Port Access/Border Crossing (10 points)

Question 8: Describe how the project improves freight movement for direct port access or across an international border. Direct access is defined as a project that leads directly to a port as its major destination and is generally within 2 miles of that port. An international border crossing project is one that actually speeds the movement of freight across that border and would nearly always be within 1 mile of a current or planned crossing. (0-10 point scale)

Regional Corridor (5 points)

Question 9: Describe how this project is part of a regional corridor solution or major system improvement, including whether the project has the support of the local MPO/RTPO. (0-5 point scale)

General Mobility (25 points): Questions 10 -13

Traffic delays (10 points)

Question 10: Calculate the reduced vehicular traffic delay (hours/day) of all vehicles and describe your assumptions in making the calculation. (0-10 point scale)

Queuing (7 points)

Question 11: Calculate the reduced queuing and backups (vehicles/lane) due to at-grade road/rail crossings that will result from constructing this project with the formula provided. (0-7 point scale)

Unobstructed Crossing (5 points)

Question 12: Determine the travel time (in minutes) to an unobstructed crossing when the particular crossing you are improving is blocked. Blocking could be from an at-grade crossing, bridge opening or other obstruction. Highlight emergency vehicle delays if appropriate. (0-5 point scale)

Urban Arterial: (3 points)

Question 13: Designate whether the project is located on an urban principal arterial. (0-3 point scale)

Safety: (20 points): Questions 14-16

Accidents (10 points)

Question 14: Identify whether there has been any railroad crossing accidents (0-5 point scale) and/or non-railroad crossing accidents (0-5 point scale) that this project will help reduce. Summarize the 5-year accident history and explain how the project will reduce these accidents.

Emergency Vehicle Access: (5 points)

Question 15: Describe if the project is located on an essential emergency vehicle access route and include the closest alternative emergency access. (0-5 point scale)

Railroad Crossing Closure: (5 points)

Question 16: Identify how many and where related railroad crossing closures will take place as a result of this project. (0-5 point scale)

Freight and Economic Value (15 points)

Improved rail operations (5 points):

Question 17: Describe how this project will benefit mainline rail operations (i.e., increases train speed, improves train access to terminals, etc.) (0-5 point scale)

Key Employment Areas: (5 points)

Question 18: Describe how this project will improve access to key employment areas; include the number of employees, the business, temporary and permanent jobs created affected by the improved access. (0-5 point scale)

Train Speed: (5 points)

Question 19: Describe the applicant's level of support for train speed increases if the improvement is funded. (0-5 point scale)

Environment (20 points): Questions 20-23

Non-attainment area (5 points)

Question 20: Identify whether the project is located in a non-attainment area. (0-5 point scale)

Receptor Sites: (5 points)

Question 21: Identify how many sensitive receptor sites are affected by the reduction in train whistle noise in the vicinity of the grade separation. Vicinity is identified as a quarter of a mile up and down the track and 600 feet each side of centerline. Sensitive Receptor sites include residences, schools, churches, hospitals, hotels and motels, each counted as individual facilities. (0-5 point scale)

Environmental Impacts (5 points)

Question 22: Explain if there are any environmental permits that might affect the project's implementation. For example: right-of-way access agreements, water quality, tribal, archeological, etc. (0-5 point scale)

Environment - Continued

Air Quality (5 points)

Question 23: Freight projects have the potential to not only improve the movement of commerce but also improve local air quality. Explain how this project provides an overall health, reduced diesel emissions and environmental benefit. (e.g. reduction of particulate emissions, contribution to attainment standards in non-attainment area, etc.) How was the information and evaluation arrived at to support the benefit statement? (e.g., traffic model, air emissions model, etc.) (0-5 point scale)

Critical Timing (0-5 points)

Question 24: Describe the critical timing of the partnership investments and why it is important to get this project underway within the proposed timeline. For example: deteriorating infrastructure, weight restrictions, available partner funding, concurrency, project impacts, or other critical timing issues.

Cost (10 points): Questions 24 - 25

Cost effectiveness (7 points)

Question 25: Calculate the cost-effectiveness of the project using the formula provided. (0-7 point scale)

Least Cost Alternatives :(3 points)

Question 26: Describe the degree to which least-cost alternatives were analyzed and considered for the project and what other potential solutions were considered. (i.e., value engineering study, etc.) (0-3 point scale)

Special Issues: (8 points):

Question 27: Describe special or unique circumstances of the project that have not been previously addressed in the application. This may include non-traditional type freight mobility projects, such as the use of Intelligent Transportation System (ITS) technology, public support and coordination, etc. (0-8 point scale)